LAFAYETTE CITY-PARISH GOVERNMENT
US DEPARTMENT OF TRANSPORTATION
TIGER PLANNING GRANT

APRIL 25, 2014

LAFAYETTE I-49 CORRIDOR PLAN
PROJECT NARRATIVE

PROJECT TYPE: TRANSPORTATION PROJECT PLANNING GRANT

LOCATION: LAFAYETTE
LAFAYETTE PARISH, LOUISIANA

CONGRESSIONAL DISTRICT: 3

AREA: URBAN

TOTAL PROJECT AMOUNT: $500,000.00
FEDERAL REQUEST AMOUNT: $304,250.00

CONTACT:
KEVIN BLANCHARD
LAFAYETTE PARISH CONSOLIDATED GOVERNMENT
705 WEST UNIVERSITY AVENUE
LAFAYETTE, LOUISIANA 70506
KBLANCHARD@LAFAYETTELA.GOV
WWW.LAFAYETTELA.GOV

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I. PROJECT DESCRIPTION

The Lafayette City-Parish Government (LCG) requests $500,000 for a Regional Planning Grant for the Department of Transportation's TIGER program to fund the Interstate 49 (I-49) Southern Corridor Plan.

This project will take an innovative approach to Interstate construction and design. While federal and state officials design the $1 billion I-49 Connector—a 5.5 mile, six-lane elevated Interstate that will pass through the declining urban core of Lafayette—LCG, through this grant, will plan for the necessary improvements in the corridor. The planning, specifically, will focus on promoting connectivity between disadvantaged populations within the corridor and employment centers, expanding transit, and promoting economic development. Both the Connector and Corridor will be planned and designed concurrently along with the Louisiana Department of Transportation and Development (DOTD). Over the last few years, the Department of Transportation has funded several grants aimed at correcting historical problems caused by elevated freeway structures built through urban areas. This grant presents the opportunity to get it right the first time.

This grant builds on years of past work and will use community partnerships to achieve consensus and develop a long-term economic development and sustainability plan for impacted areas in the I-49 Corridor. LCG has been involved with various planning aspects at the local level for this large construction project for more than ten years, and is well positioned to implement the objectives of the TIGER Project Planning grant.

The Northern Corridor of I-49 passes from Missouri, through Arkansas, terminating in Lafayette at its intersection with I-10. The Connector through Lafayette is a key component of I-49's further expansion south to New Orleans and its port. The Connector will present several challenges to the surrounding urban area. The I-49 Corridor Plan will divide the Connector area into five districts for planning purposes. Each district will have a unique character and be presented with its own challenges once the massive Connector structure is built. The Planning Grant will allow the LCG to coordinate and plan along with the construction of the I-49 Corridor to mitigate the impacts on the affected neighborhoods and the Urban Core Area.

BACKGROUND

This project will take an innovative approach to Interstate construction and design. While federal and state officials design the $1 billion I-49 Connector—a 5.5 mile, six-lane elevated Interstate that will pass through the declining urban core of Lafayette—LCG, through this grant, will plan for the necessary improvements in the corridor. The planning will focus specifically on promoting connectivity between disadvantaged populations within the corridor and employment centers, expanding transit, and promoting economic development. Both the Connector and Corridor will be planned and designed concurrently along with the Louisiana Department of Transportation and Development (DOTD). Over the last few years, the Department of Transportation has funded several grants aimed at correcting historical problems caused by

elevated freeway structures built through urban areas. This grant presents the opportunity to get it right the first time.

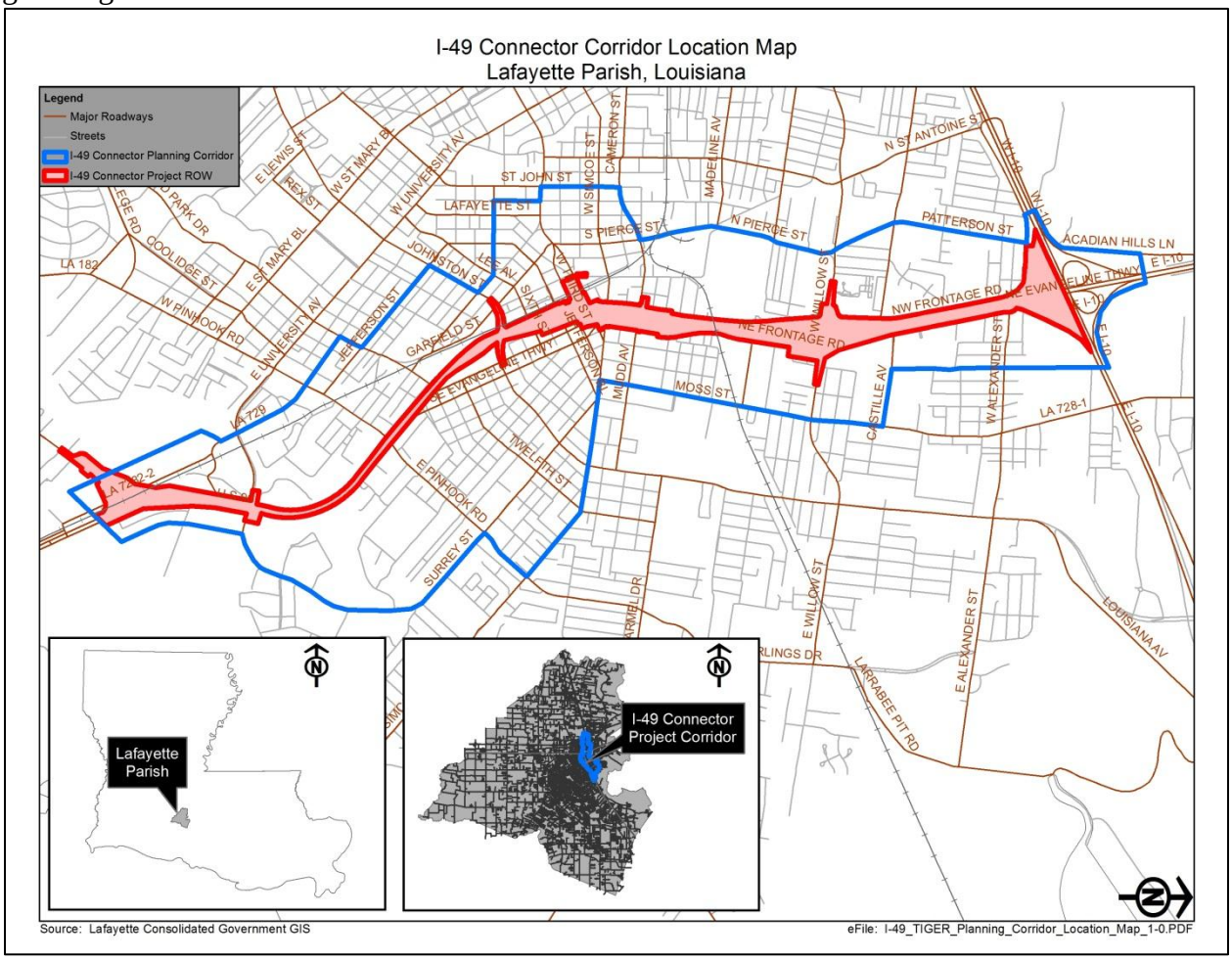


Figure 1: I-49 Connector Corridor, Lafayette Parish, LA

Lafayette Parish consists of the incorporated city of Lafayette, the unincorporated areas of the parish, and several smaller municipalities. Both the city of Lafayette and the unincorporated areas of the parish are under the jurisdiction of the Lafayette Consolidated Government (LCG), while the smaller municipalities (Broussard, Carencro, Duson, Scott, and Youngsville) are self-governed, but share in parish revenues. The city of Lafayette contains 120,623 persons with all of Lafayette Parish containing 221,578 persons (Census Bureau, American Fact Finder 2010). The I-49 Connector is completely bound inside the City of Lafayette.

Lafayette is generally viewed as a progressive and affluent regional anchor community. While both the public and private sectors have worked hard to cultivate this view, stagnant and declining areas of Lafayette do exist. Of particular note is the I-49 Connector's urban core area, defined as a 4.27 square mile (2,734 acres) area encompassing most of the oldest and original parts of the city. It is readily ascertained that the Urban Core Area holds a lower socio-economic status than the comparison groups. Lafayette's Urban Core Area population is 62.1% black or African American versus 23.8% parish-wide. It is considerably poorer with median household income at only 51.8% of the parish; and twice as many households below poverty, 32.7%, as compared to the parish sub-poverty value of 15.9%.

Transecting Lafayette are two major Interstates and a federal highway. Interstates 10 and 49 intersect in Lafayette Parish and have yielded significant economic development in the Southern Corridor. United States Highway 90 South (US90), an alternate route which connects Lafayette to New Orleans, bisects the Urban Core Area of Lafayette. This same highway also serves as a chosen route for the oilfield, transportation, and agriculture industries, and as an evacuation route for hurricanes.

A. OBJECTIVES

Specifically, we will designate five districts along the existing Evangeline Thruway corridor. See Figure 1 below. For each district we will plan for three approaches: (1) proposed overlay districts, land use, and zoning rule changes to help shape the character of future development, buffer sensitive areas, and revitalize flagging commercial areas; (2) specific infrastructure projects – from streets, to sidewalks, bike paths, transit, parks, and plazas – to promote connectivity, access to jobs, and to incentivize redevelopment, and; (3) economic redevelopment strategies for targeted areas, including catalyst projects, and permanent, recurring funding sources for infrastructure, potentially in the form of a Tax Increment Financing District (TIF).

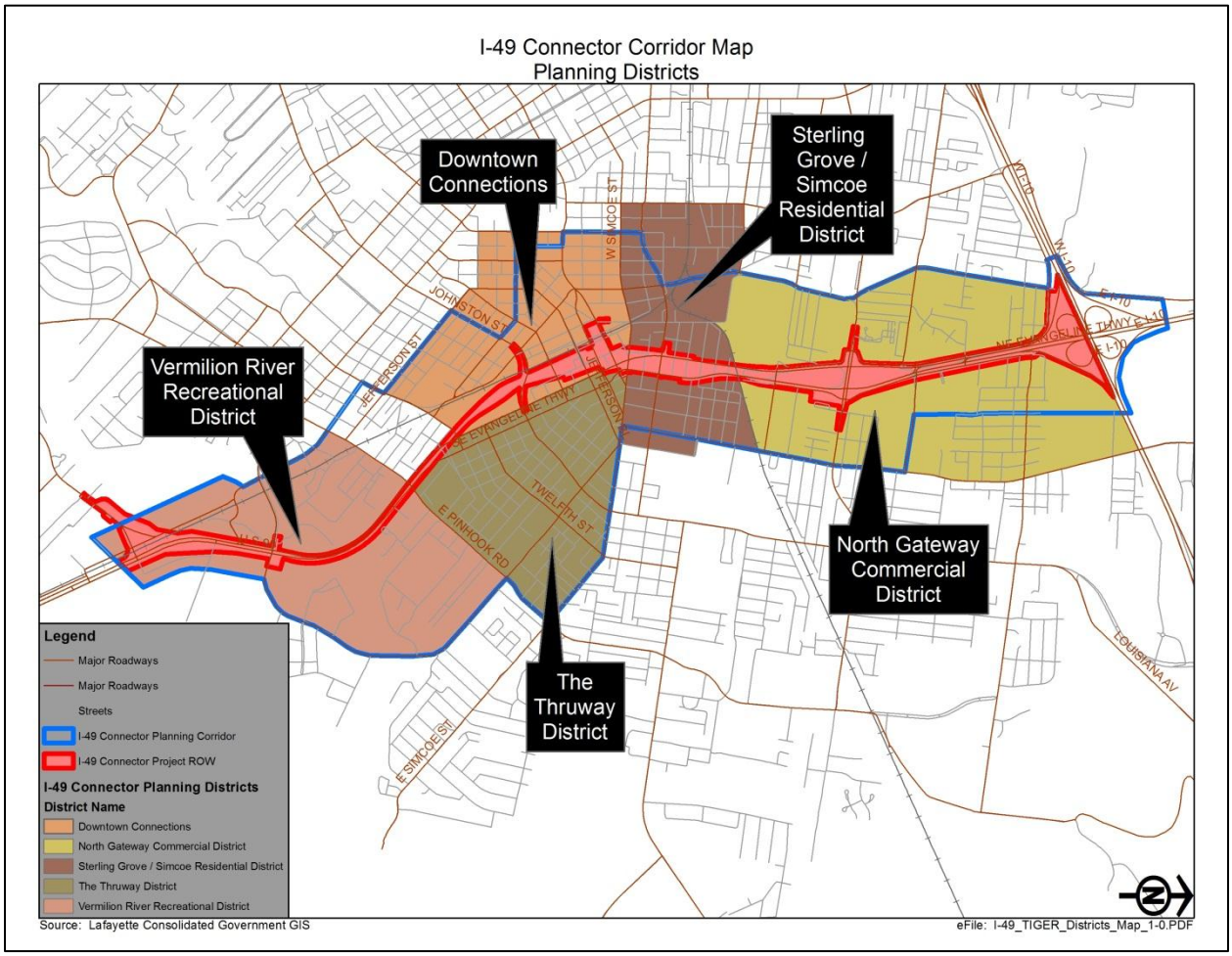


Figure 2: I-49 Connector Corridor Planning Districts

By leveraging community partners, building on past planning efforts, and engaging neighborhood leadership, the I-49 Connector Plan will:

(1) Analyze and propose new land use policies in the Corridor to help spur the area's flagging economy and strengthen and protect existing neighborhoods.

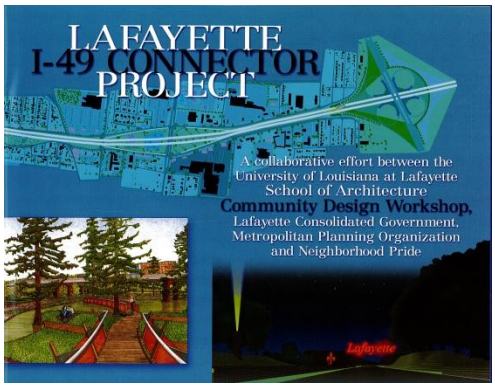
(2) Plan for the infrastructure improvements that will be necessary to promote connectivity, increase transit, provide for viable alternate modes of mobility, and promote livable communities.

(3) Propose a plan for implementation that will include dedicated, sustainable funding mechanisms, and catalyst projects.

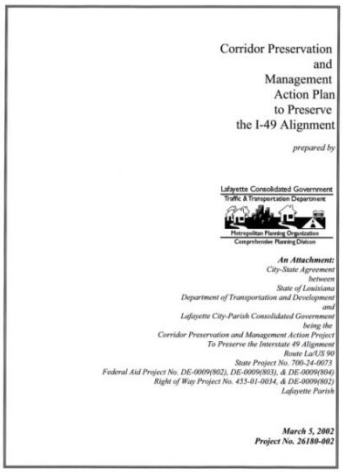
We have learned from the mistakes of the past—Interstates can promote connectivity and economic development on a regional basis while endangering the same at the local level. Lafayette and the entire South Louisiana region are poised to make this project different, to demonstrate that effective planning and partnerships can strengthen everyone along the Corridor and beyond.

B. PREVIOUS PLANNING EFFORTS AND COMMUNITY NEEDS ASSESSMENT

As part of the Environmental Impact Statement process, the University of Louisiana at Lafayette's Community Design Workshop ran a series of public planning exercises that ultimately culminated in what is commonly referred to as the "Blue Book." The purpose was to propose new approaches that would mitigate the effect of the I-49 Connector on existing neighborhoods.



Generally, the Blue Book proposed preservation of urban connectivity, linear green space, public art, public plazas, neighborhood redevelopment, and special design features on the Interstate structure itself to improve lighting in the corridor and abate traffic noise. The Blue Book and the long public process it entailed, was a direct result of the apprehension some members of the community felt about the construction of an Interstate through the urban core of the city. In fact, the I-49 Connector EIS had been the subject of a federal lawsuit—one in which LCG and DOTD prevailed on the merits with a decision that is now final. The importance of the Blue Book document, then, is that it helped win over support from the community by promising that when the I-49 Connector would be built, the LCG and the MPO would have a general plan on addressing the surrounding Corridor would cope.


Corridor Preservation
and
Management
Action Plan
to Preserve
the I-49 Alignment
prepared by
Lafayette Consolidated Government
Traffic & Transportation Department
Metropolitan Planning Organization
Comprehensive Planning Division
An Attachment:
City-State Agreement
between
State of Louisiana
Department of Transportation and Development
and
Lafayette City-Parish Consolidated Government
being the
Corridor Preservation and Management Action Project
To Preserve the Interstate 49 Alignment
Route LaUS 90
State Project No. 700-24-0071
Federal Aid Project No. DE-0009(002), DE-0009(003), & DE-0009(004)
Right of Way Project No. 455-01-0034, & DE-0009(002)
Lafayette Parish
March 5, 2002
Project No. 26180-002

About a year later, in 2002, the Corridor Preservation and Management Action Plan to Preserve the I-49 Alignment ("Action Plan") was created by ordinance of the Lafayette City-Parish Council. The Action Plan constitutes an agreement between the Louisiana Department of Transportation and Development and LCG and was developed at the request of the Federal Highway Administration in connection with work done as part of the Environmental Impact Statement process.

The Action Plan describes three planning areas (detailed in "Blue Book"):

(1) Level I – the right of way to be taken by the six-lane elevated Interstate structure, including interchanges.
(2) Level II – the next 500 feet outside of the right of way, and
(3) Level III – those neighborhoods and areas outside of Level II that would be impacted.

Generally, responsibility for activities in Levels II and III falls on the LCG. The Action Plan contains charts that delineate funding responsibility for a variety of tasks.

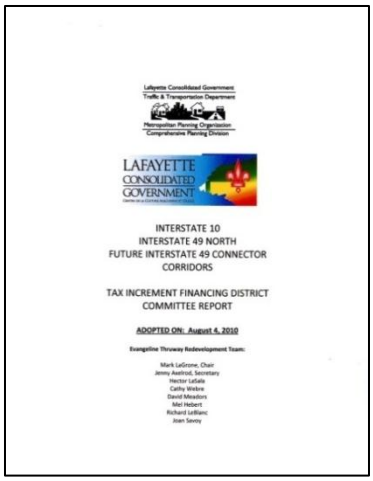
In part, the Action Plan committed LCG to the completion of several "supplementary" plans, specifically:

- An Economic Redevelopment Plan to mitigate negative implications while enhancing the corridor's positive impacts.
- A Land Bank Plan to manage real estate for redevelopment and facility construction.
- A Setback Plan to regulate land use near the actual transportation facilities.
- An Overlay Zoning Plan to regulate corridor land use, residential, and commercial activity.
- A Linear Green Space Concept Plan to utilize landscaping, pathways, park space, plazas and lighting in the Corridor.
- The Housing Stock Preservation Plan to preserve existing dwellings in the Corridor.
- The Housing Prototype Plan to build model replacement for displacements.
- The Tax Abatement Plan to utilize property tax policies to enhance other project activities.
- A Redevelopment Rights Plan to transfers land use rights between parcels.

For several years after the adoption of the Action Plan, attention turned to the completion of I-49 North, from Shreveport to the Arkansas state line. LCG and the MPO continued planning during this time, particularly by the formation of three neighborhood-planning organizations within the Corridor area. The work in these neighborhoods has been extensive—each has adopted its own land use plan within its boundaries, and has been implementing plans designed to improve quality of life and strengthen alternate modes of mobility. These neighborhoods are all included

in the districts envisioned in the I-49 Corridor Plan and will continue to be active partners in the planning process.

The Action Plan further created an advisory committee called the Evangeline Thruway Redevelopment Team ("ETRT") to serve as the public body to lead the development of the Economic Redevelopment Plan. In 2010, after two years of work, the ETRT adopted the Tax Increment Financing District Committee Report (the "ETRT Report").


Lafayette Consolidated Government
Traffic & Transportation Department
Metropolitan Planning Organization
Comprehensive Planning Division

LAFAYETTE CONSOLIDATED GOVERNMENT

INTERSTATE 10
INTERSTATE 49 NORTH
FUTURE INTERSTATE 49 CONNECTOR
CORRIDORS

TAX INCREMENT FINANCING DISTRICT
COMMITTEE REPORT

ADOPTED ON: August 4, 2010

Evangeline Thruway Redevelopment Team:

Mark LeGrone, Chair
Jimmy Axelrod, Secretary
Hector LaSalle
Cathy Wiebre
David Meadors
Mel Hebert
Richard LeBlanc
Joan Savoy

The ETRT Report suggested the formation of a committee to oversee and run a special taxing district that would research, plan, fund, and implement a variety of strategies, tools, and resources to mitigate negative impacts of the I-49 facilities.

Activities suggested by the ETRT report included:

- New infrastructure, including frontage roads, pedestrian/bike facilities, transit infrastructure, streetscapes, and intersection improvements.
- Further development of the area's bike trail including the Atakapas-Ishak Trail—a regional bike trail that begins in downtown Lafayette and provides connections to additional bike facilities throughout the corridor.
- A linear park system and other specialized recreation parks, as well as plazas and public art.
- The development and implementation of neighborhood plans inside the corridor.

The ETRT report also suggests planning and engineering studies that fulfill the "supplementary plans" required by the Action Plan (listed above). The ETRT Report serves as the jumping off point for the I-49 Corridor Plan. Its recommendations are general and generic in nature, but represent strong community support for proactive measures.

In 2012, LCG embarked upon a community-wide comprehensive planning process with consultant Wallace, Roberts, and Todd. Final adoption of the resulting plan is expected in June. The draft plan is available at www.planlafayette.com. Plan Lafayette calls for re-invigorated efforts toward implementation of the mitigation techniques in the I-49 Corridor first discussed in the Blue Book. Plan Lafayette also identifies the I-49 Corridor as a "target" area on the Future Land Use Map, where efforts will be made to encourage economic redevelopment by establishing new land use patterns that establish a more functional urban area, and by funding strategic infrastructure improvements that incentivize mixed-use and increased mobility. Thus the Planning Grant from TIGER will be used to implement Plan Lafayette's activities in order to begin mitigating the effects of the construction of I-49 on Lafayette.

The comprehensive plan work has also included a small area plan for the northern half of the I-49 Corridor, which includes the Northgate Mall. The Northgate Mall was developed in the 1960s and has struggled economically in recent years, as haves many of the commercial areas in the Corridor. The small area plan recognizes the impact of a future Interstate facility and suggests

mitigation in the way of new road infrastructure to ensure connectivity. In addition, the small area plan proposes new land use zones based on a greater utilization of mixed-use development and encouragement of density. The plan also includes areas of proposed public plazas and parks.

This grant is made even more timely because this summer, the Louisiana Department of Transportation and Development (DOTD) is expected to select a prime consultant to deliver engineering documents for the I-49 Connector itself. DOTD's request for proposals promoted and emphasized many tenets of this grant such as public transportation, innovation, quality of life, and safety. The consultant's design process is expected to take three to five years, meaning that the work for this I-49 Corridor Plan can happen concurrently with the consultant's Connector Design, letting each process inform the other.

C. PARTNERSHIP AND COMMUNITY ENGAGEMENT

Downtown Development Authority – The Authority has a particular interest in how the interchanges that border downtown Lafayette function. The preliminary design has suburban style interchanges. Downtown is interested in interchange design that will function better in an urban environment. This proposed planning would also allow LCG and the Authority to plan complete streets projects for connecting arterials in the urban area that could be combined with a special overlay and design code. The goal would be to promote urban, rather than suburban connections, to increase walkability and connectivity, as well as help revitalize commercial corridors in the downtown area. This design concept for I-49 is included in downtown's portion of the LCG comprehensive plan.

Existing Neighborhood Groups- There are three active neighborhood planning efforts in the I-49 Corridor. In addition, LCG is seeking to expand its neighborhood program to eventually include more neighborhoods, some of which will also be in the area affected by the Interstate. Neighborhood planning activities are coordinated through coteries. Coteries are an elected group of neighborhood advisers representing a selected geographic area, which is by design a city neighborhood. Neighborhood coteries meet on a monthly basis to review progress of their adopted neighborhood master plans, identify concerns, foster ideas, and discuss local trends within their respective communities and neighborhoods. The current neighborhood coteries represent the bulk of Lafayette's urban core area.

The neighborhood coteries have been successful in providing consensus on pressing issues within their respective neighborhoods to public and elected officials, and are the conduit through which consensus is derived from the silent majority. Coterie members engage friends and neighbors within their geography to determine opinions, perspectives, and issues. The neighborhood coterie program has spearheaded and accomplished several objectives ranging from catalyst projects to fostering new policies. The neighborhood coteries also have pride in their areas and have engaged in aesthetic and beautifying projects. These projects have ranged from numerous street-tree plantings to street murals painted at intersections.

Coteries are a natural medium to engage the public and solicit input. All neighborhood coterie meetings are open and public meetings that subscribe to Louisiana Open and Public Meetings law. This law outlines proper public notice requirements. However, the Planning Department

routinely provides meeting notices that exceed legal requirements by using multiple notification platforms such as: social media, electronic notices, Internet postings, and traditional mail notices.

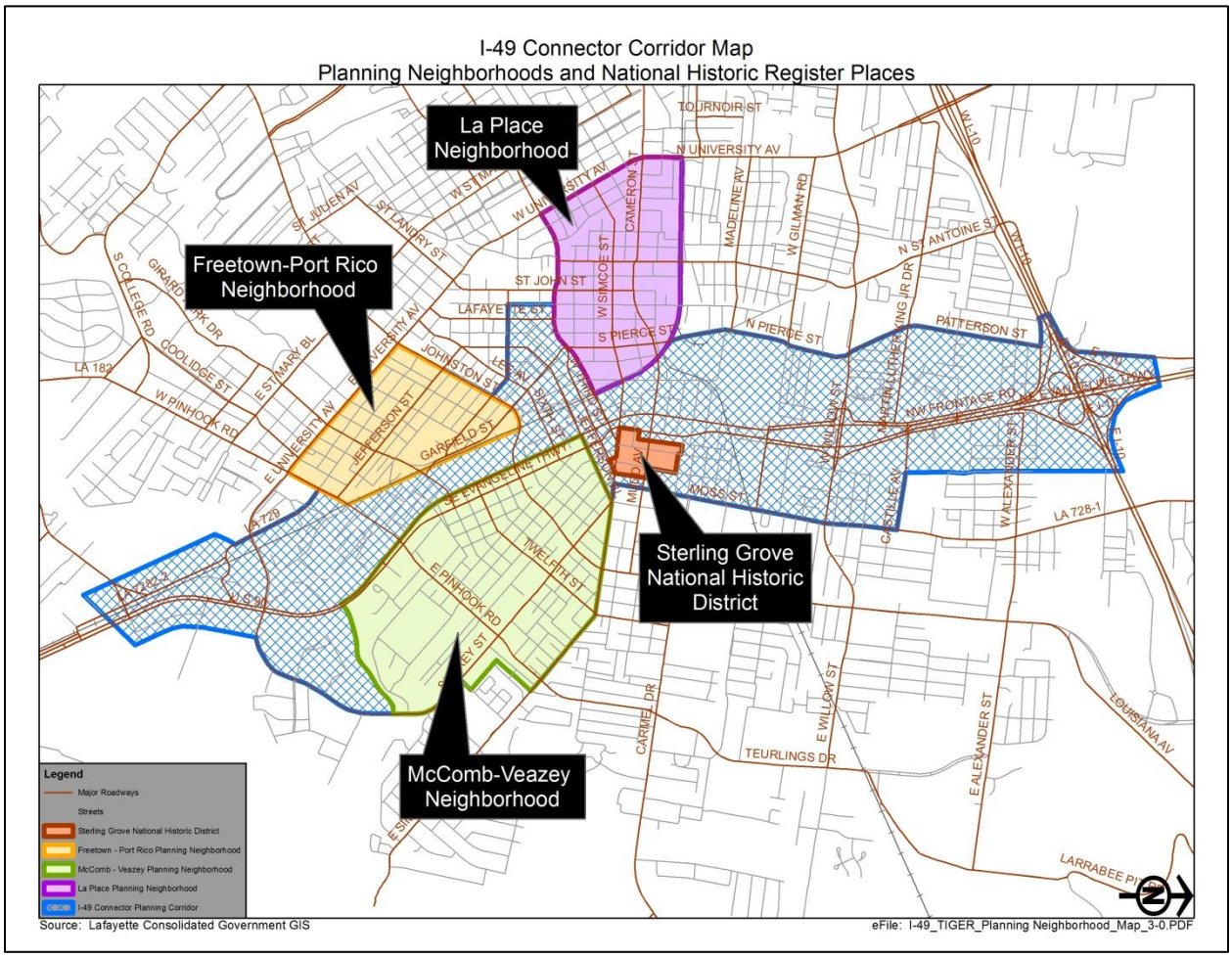


Figure 3: Existing Neighborhood Planning Groups and Registered Historic Places

Lafayette Economic Development Authority (LEDA) – LEDA provides assistance to local companies in their growth, market development and workforce development efforts; recruits additional companies considering locating in this area; and assists in the development of new companies in order to diversify the economy within Lafayette Parish.

Lafayette Consolidated Government – Lafayette consolidated its city and parish forms of government in 1996. Since then, LCG has been the fiscal agent for the area metropolitan planning organization (MPO), and so a very close relationship has formed. LCG and MPO planners work side-by-side in this and other planning efforts. The new comprehensive plan, Plan Lafayette, has identified the I-49 Corridor as a target planning area. Plan Lafayette also includes a recommendation to develop a new Unified Development Code (UDC), which will be geared towards New Urbanist principles—density, mixed-use, and comprehensive complete street concepts, and work is already underway on development of the UDC, with adoption expected early next year.

Lafayette Convention and Visitors Commission (LCVC) – In particular, LCVC has a demonstrated history of investing in gateway and neighborhood character projects.

The Upper Lafayette Economic Development Foundation – This is a pro-business development group that focuses on the north part of the parish.

Louisiana DOTD – Given the obligations of LCG under the Action Plan, it is expected that DOTD will be receptive to this planning grant, and to the idea of a planning process that runs concurrently with the facility design process. DOTD has appointed an I-49 Coordinator, who is also tasked with being a liaison between the department and the MPO/LCG.

University of Louisiana at Lafayette (UL) – Beyond UL's past participation through the Community Design Workshop, UL has recently adopted a master plan that focuses on transitioning to an urban campus. UL is adjacent to downtown and located only a few blocks from the I-49 facility (though perhaps slightly outside Level III). UL is also bordered by three arterials with interchanges planned for I-49. The University serves both as an educational facility and a job center for the area.

D. CHALLENGES IN THE CORRIDOR

LCG is working to fulfill its obligations in the Action Plan. The following is a description of the objectives of the proposed planning grant for the Lafayette area and how they fulfill the requirements of the TIGER program. The LCG will seek to address the following challenges to the City of Lafayette posed by the construction of I-49:

- CONNECTIVITY OF THE IMPACTED NEIGHBORHOODS TO I-49 CORRIDOR
  The existing U.S. 90, known locally as the Evangeline Thruway, will generally run within the existing path and parallel to the proposed I-49 Corridor. The five planning districts have been identified by the LCG as those that will be the most severely impacted by the construction and operation of the I-49 Connector.

- HURRICANE EVACUATION. The Thruway serves as a primary evacuation route to Interstate 10 (east and west) and the existing Interstate 49 (to the north).[1] Because nearly 1.5 million people live in the parishes along U.S. 90 from Lafayette to New Orleans, when hurricane evacuations occur, they cause extreme congestion in the Corridor and throughout Lafayette, and within the Corridor—even during contraflow operations—as the bulk of the population of South Louisiana attempts to move north on I-49 or to at least get to the east-west route on Interstate 10 in Lafayette.

- ECONOMIC COMPETITIVENESS. Lafayette is the crossroads of two major Interstates: I-10 and I-49. This has given Lafayette an advantageous position with higher wage jobs industries locating here such as oil field, telecommunications, and logistics. Also, the I-49

[1] Evacuation Phase I – 50 hours before onset of tropical storm winds (> 45 MPH) areas south of Intercoastal Waterway, exclusively serviced by US HWY 90, are to evacuate with most evacuees heading north through Lafayette via the Evangeline Thruway, then either east or west on I-10 or continue north by I-49.

Connector is a critical connection of U.S. 90 (the future I-49 South) to America's Energy Corridor (http://www.americasenergycorridor.org). This section of the Thruway, including the future I-49 Connector is seeking designation as a freight corridor. The route also serves agricultural purposes, as at least two sugarcane mills producing white and brown sugar and molasses are located along I-49 South. Although the southern region of Lafayette Parish has remained economically viable, certain areas within the City of Lafayette and its Urban Core Area have been left behind and have not shared in the economic growth. These areas have been unable to attract larger businesses with higher wage jobs. Figures 4, 4-A, and 4-B below depict the job centers and job corridors that link directly to the I-49 Connector, as well as current and future employment figures.

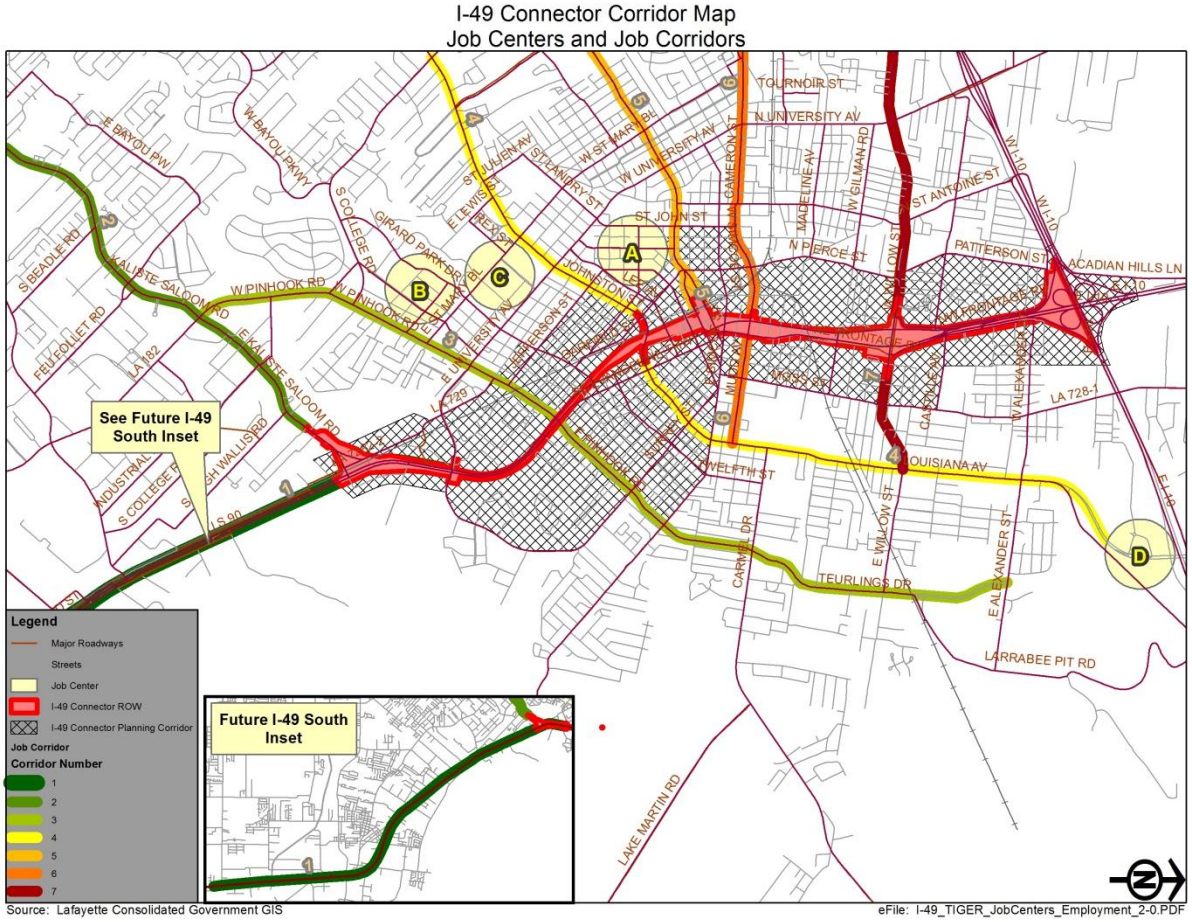


Figure 4: I-49 Connector Job Centers and Job Corridors

JOB CENTER	TOTAL EMPLOYMENT 2010[2]	ESTIMATED TOTAL EMPLOYMENT 2040[2]
A - Downtown Lafayette	4,847	6,781
B - Oil Center	7,826	11,325
C - University of Louisiana at Lafayette	991	1,422
D - Louisiana Ave Interchange	607	830
TOTALS	**14,271**	**20,358**

SOURCE: [1] U.S. Bureau of the Census, 2010 Census; [2] Lafayette Metropolitan

Figure 4-A: I-49 Connector Job Centers Total Employment and Estimated Future Employment

JOB CORRIDOR	TOTAL EMPLOYMENT 2010[2]	ESTIMATED TOTAL EMPLOYMENT 2040[2]
1 - Future I-49 South / US HWY 190 "America's Energy Corridor"	12,701	18,898
2 - Kaliste Saloom Rd	13,440	19,433
3 - Pinhook Rd	6,261	9,136
4 - Johnston St / Louisiana Ave	7,889	11,894
5 - Congress St	4,774	6,694
6 - Mudd Ave / Cameron St	3,600	5,294
7 - Willow	4,870	7,322
TOTALS	**53,535**	**78,671**

SOURCE: [1] U.S. Bureau of the Census, 2010 Census; [2] Lafayette Metropolitan

Figure 4-B: I-49 Connector Job Corridors Total Employment and Estimated Future Employment

- ROSA PARKS MULTIMODAL FACILITY – The Rosa Parks Multimodal Facility serves as the gateway into Lafayette for alternative transportation travelers. AMTRAK, Greyhound and the local transit service, Lafayette Transit System, all have presences at the facility. The Rosa Parks Multimodal Facility is located in downtown Lafayette and will be immediately adjacent to the I-49 Connector project. The I-49 Connector corridor includes several neighborhoods that host disadvantaged populations exhibiting high poverty rates, comparatively higher unemployment, and lower median household incomes. Due to its central location for disadvantaged populations, Rosa Parks Multimodal Facility provides direct connections to job centers, health care facilities, and recreational areas. Additionally, Lafayette Transit System has equipped its buses with bicycle racks to accommodate bicyclists, extending its range of accessibility.

- PEDESTRIAN AND BICYCLE SAFETY – The I-49 Connector corridor represents 3.95% of all roadway miles in the Parish of Lafayette, but is the site of approximately 13% of all automobile crashes. Unfortunately, the corridor also encompasses approximately 14.5% of all bike and pedestrian crashes in the Parish of Lafayette.

- SOCIO-ECONOMIC – The Corridor bisects the Urban Core Area of Lafayette. The socio-economic composition of the Urban Core Area contrasts sharply with the Parish of Lafayette as a whole. The Urban Core Area population is 62.1% black, compared to 23.8% parish-wide. Median household income in the Urban Core Area is only 51.8% of the parish-wide median household income. Twice as many households live in poverty as compared to the parish as a whole.

  For the last several years, LCG and the MPO have been actively engaged in three particular neighborhoods located inside the Urban Core Area and within the I-49 Connector corridor—the La Place, Freetown-Port Rico, and McComb-Veazey neighborhoods. These planning neighborhoods were chosen because of the pending I-49 Connector project and the local knowledge that inner-city highways can be detrimental to neighborhoods located adjacent and near such highways. Further, the socio-economic conditions of the planning neighborhoods were already experiencing decline so there was an appeal from local officials to begin engaging residents and start the planning process to begin diagnosing the effects of decline and addressing outstanding issues.

  Figures 5 and 6 below depict selected demographics for the I-49 Connector neighborhood planning areas and the proposed planning districts. It is important to note that population growth in both the neighborhood and planning areas is very low, even on a 30-year horizon. The same areas have high percentages of non-owner occupied housing, low median incomes, and have a high minority racial composition.

				RACE	INCOME	HOUSING		
NEIGHBORHOOD PLANNING AREA	ACRE[3]	POPULATION 2010[1]	ESTIMATED POPULATION 2018[2]	% MINORITY[2]	% AREA MEDIAN INCOME[2]	% OWNER OCCUPIED[2]	% VACANT[2]	% RENTER OCCUPIED[2]
Freetown - Port Rico	213	2,722	3,056	42.10%	43.45%	18.20%	12.60%	69.20%
McComb - Veazey	535	3,012	2,903	82.60%	37.46%	39.60%	14.90%	45.50%
La Place	282	1,910	1,972	61.80%	58.89%	37.60%	14.20%	48.20%
TOTALS	1,030	7,644	7,931					
SOURCE : [1] U.S. Bureau of the Census, 2010 Census; [2] ESRI Business Analyst Forecast, 2010 Census; [3] Lafayette MPO								

Figure 5: I-49 Connector Neighborhood Planning Area Demographics

				RACE	HOUSING UNITS		
PLANNING DISTRICT	ACRE[2]	POPULATION 2010[1]	ESTIMATED POPULATION 2040[2]	% Minority	OCCUPIED[1]	VACANT[1]	% OF OCCUPIED STRUCTURES ARE RENTED
North Gateway Corridor	790	2,830	3,315	68.66%	1,170	103	51.20%
Sterling Grove - Simcoe Residential	326	2,157	2,502	76.36%	853	126	54.28%
Downtown Connections	365	3,468	3,584	40.86%	958	93	82.88%
The Thruway	363	2,547	2,872	85.87%	1,030	198	52.14%
Vermilion River Recreational	550	601	741	80.87%	237	18	40.93%
TOTALS	2,394	11,603	13,014		4,248	538	
SOURCE : [1] U.S. Bureau of the Census, 2010 Census; [2] Lafayette Metropolitan Planning Organization Traffic Analysis Zones, 2010 Census							

Figure 6: Planning Districts Demographics – Lafayette MPO

- HISTORIC PROPERTIES AT RISK – The Sterling Grove Historic District, which is on the National Register of Historic Places, is located in the Corridor. It is the oldest neighborhood in Lafayette and was recognized in the EIS as an area that could be negatively impacted by the I-49 Connector. It includes the Mouton House, the original plantation home of Lafayette's founder Governor Charles Mouton, one of the few structures in town built prior to the Civil War.

  St. Genevieve Roman Catholic Church complex, also an historic building, will be located near the Connector itself. This brick Romanesque Revival church was also identified as a culturally significant structure in the EIS.

- LACK OF CONNECTIVITY – Even prior to the construction of the I-49 Connector, there are several challenges to mobility in the Corridor. Due to current design and functionality issues, the rate of pedestrian and bike crashes in the Corridor area demonstrates the need for infrastructure improvements. More than 25 percent of the residents of the Urban Core Area have no vehicles available, making it necessary for those residents to walk, bike, or use public transit.

  Because the I-49 Connector project is an elevated freeway with at-grade service roads traversing through the urban core of Lafayette, the Connector also runs generally parallel to a major rail line. As such, many of the current roads that cross the Thruway will be severed once the Connector is built. As a result, many of the neighborhoods with disadvantaged populations along the Corridor will be further impacted since they may lose direct access to the Rosa Park Multimodal Facility and access to other services.

THE PLANNING GRANT WILL SEEK TO OPTIMIZE OPPORTUNITIES IN THE CORRIDOR

- COMPLETE STREETS

The Thruway will remain as a service road, once the I-49 Connector is completed. This will also result in a decrease of traffic along the Thruway from more than 70,000 vehicles a day to a projected 20,000 vehicles a day by 2040. (MPO-LCG Traffic Analysis)

Preliminary engineering documents indicate the possibility of reducing the Evangeline Thruway from three lanes to two lanes and reducing its design speed. The extra right of way would allow for the implementation of complete streets design. The redesigned Thruway also has the potential for redevelopment, with denser mixed-use, so that more job opportunities may be brought to the immediate area.

The potential also exists, through the I-49 Corridor Plan, to provide for alternative transportation on the Thruway service road, as well as its connections to local streets. This would include dedicated areas/lanes for pedestrians and bicycles, as well as pedestrian signals at intersections and ADA-compliant sidewalks. Planned correctly, this should result in a reduction of pedestrian and bike crashes and fewer fatalities.

Alternatively, local transportation officials are recommending exclusive bicycle and pedestrian facilities to provide direct access to areas along the corridor. A multi- use, linear path is anticipated to follow along the I-49 Connector route providing multiple access points and critical connections for alternative transportation, a safe and dedicated facility for alternative transportation, and an opportunity to connect to current and future job centers and job corridors.

The Atakapas-Ishak Trail that runs through the Corridor is in this area. LCG has received funding through the FHWA's Recreational Trails program and is in the process of installing several bicycle facilities in the area that links areas east of I-49 to the downtown area west of I-49 and ultimately to portions of the ULL campus. The MPO has also developed a bicycle facility plan that addresses connectivity in this area.

E. PLANNING DISTRICTS

➢ NORTH GATEWAY COMMERCIAL DISTRICT

The existing commercial corridor is primarily big box style development with vacancy issues. The current land use also presents issues for abutting residential areas since there is a lack of buffering, transition, or useful connectivity. The existing Evangeline Thruway already serves to bisect and isolate residential areas from economic opportunities. Pedestrian access is highly limited by the at-grade Evangeline Thruway. This area includes the Northgate Mall, which was once the center of commerce in Lafayette, but has seen a decline in the last few decades. It is poised for redevelopment.

Some initial work has been done for this district in the way of a Small Area Plan as part of the comprehensive planning process. The I-49 Corridor Plan would build on this work, which included suggestions for new infrastructure to increase connectivity and land-use rules to help spur economic development.

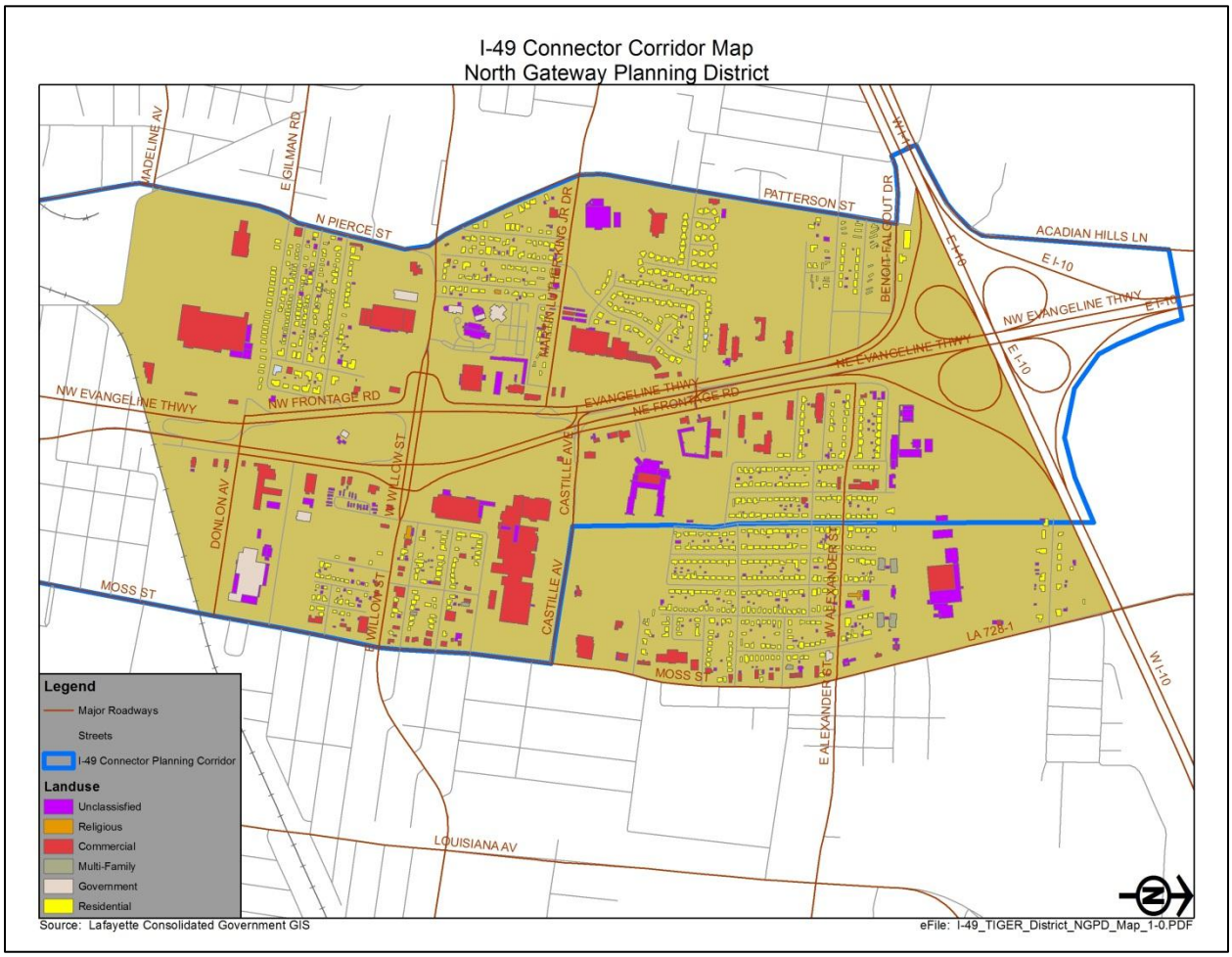


Figure 7: I-49 Connector Corridor, North Gateway Planning District

➢ STERLING GROVE - SIMCOE RESIDENTIAL DISTRICT

This district includes the historic properties outlined above. It also includes the La Place neighborhood, which has an existing neighborhood plan.

Beyond the historic properties, this district is generally residential in nature, located between the commercial district to the north and the downtown area to the south. Existing railroad tracks hamper connectivity for residents. Under the current preliminary design for the I-49 Connector, only Simcoe Street is planned to cross from one side of the future Connector to the other. This will hamper opportunities for the residents of this district.

Figure 8: I-49 Connector Corridor, Sterling Grove – Simcoe Planning District

➢ DOWNTOWN CONNECTIONS DISTRICT

The downtown area of Lafayette, which includes the Rosa Parks Multimodal Transportation Facility, has seen a great deal of redevelopment in the last decade. The current preliminary design of the Connector proposes that the Connector will swing west, away from the Thruway, to run nearly adjacent to downtown. The design also calls for two interchanges, each of which will connect to downtown streets. The opportunity exists to harmonize the design of the facility and its interchanges with the urban nature of downtown. This design approach is detailed in the Downtown Action Plan, a component of the comprehensive plan.

In addition, the current preliminary design of the Connector calls for the facility to come near to grade level adjacent to downtown. The I-49 Corridor Plan will address how to retain and increase connectivity between downtown and the neighborhoods on the other side of the Connector.

This district also includes the Freetown-Port Rico neighborhood area. The I-49 Corridor Plan will develop approaches to connect this residential area to Job Centers Downtown and the University of Louisiana at Lafayette. The Downtown Action Plan has outlined a few preliminary approaches.

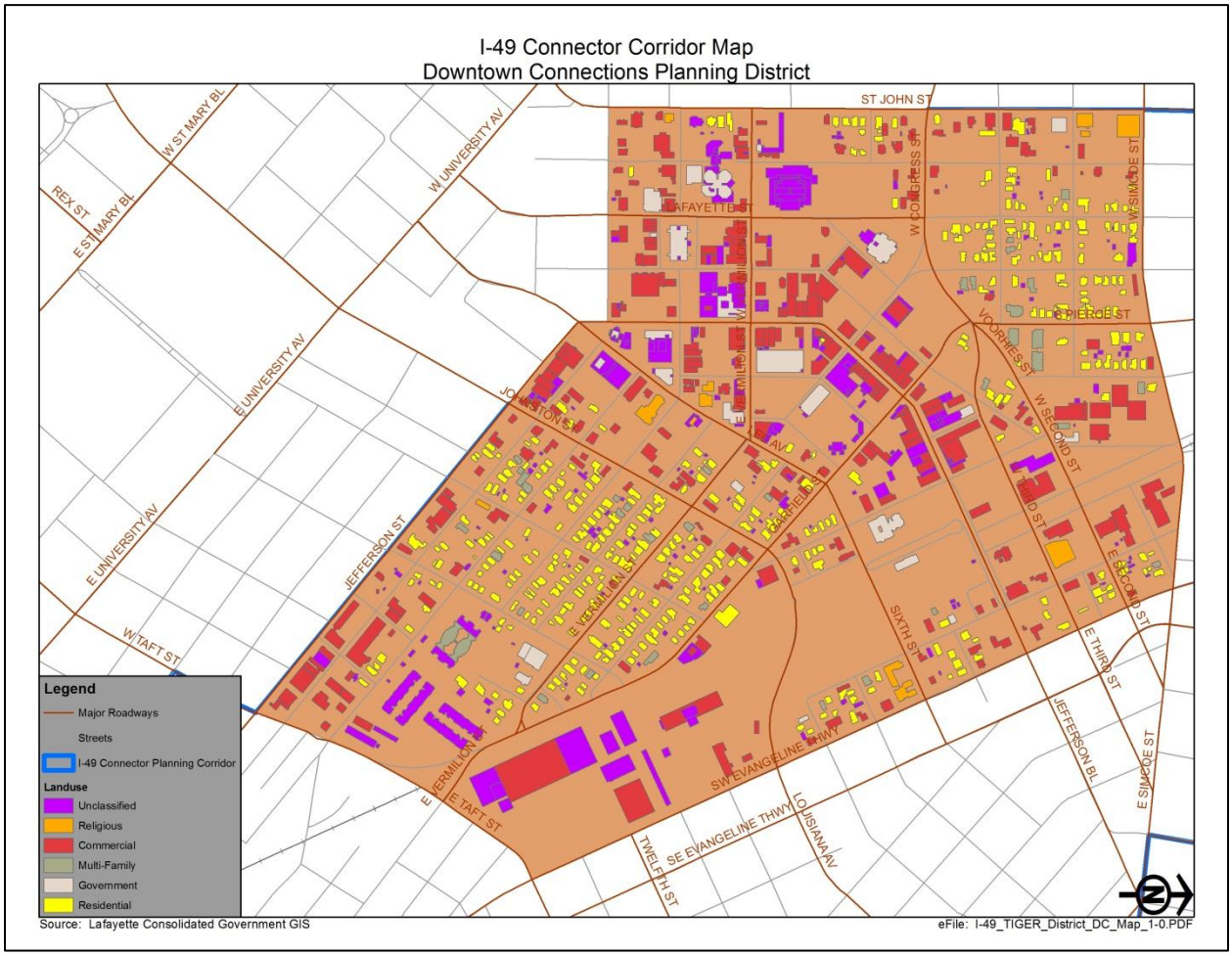


Figure 9: I-49 Connector Corridor, Downtown Connections Planning District

➢ THRUWAY DISTRICT

The Thruway District comprises the portion of the Thruway that will be left alone by the Connector. This district also includes the McComb-Veazey neighborhood.

This portion of the Thruway has the potential to develop as a vital new residential and employment center. With the ability to reduce lanes and lane width on the Thruway and build according to Complete Street standards, targeted infrastructure improvements could help drive redevelopment in this key connection between downtown and McComb-Veazey.

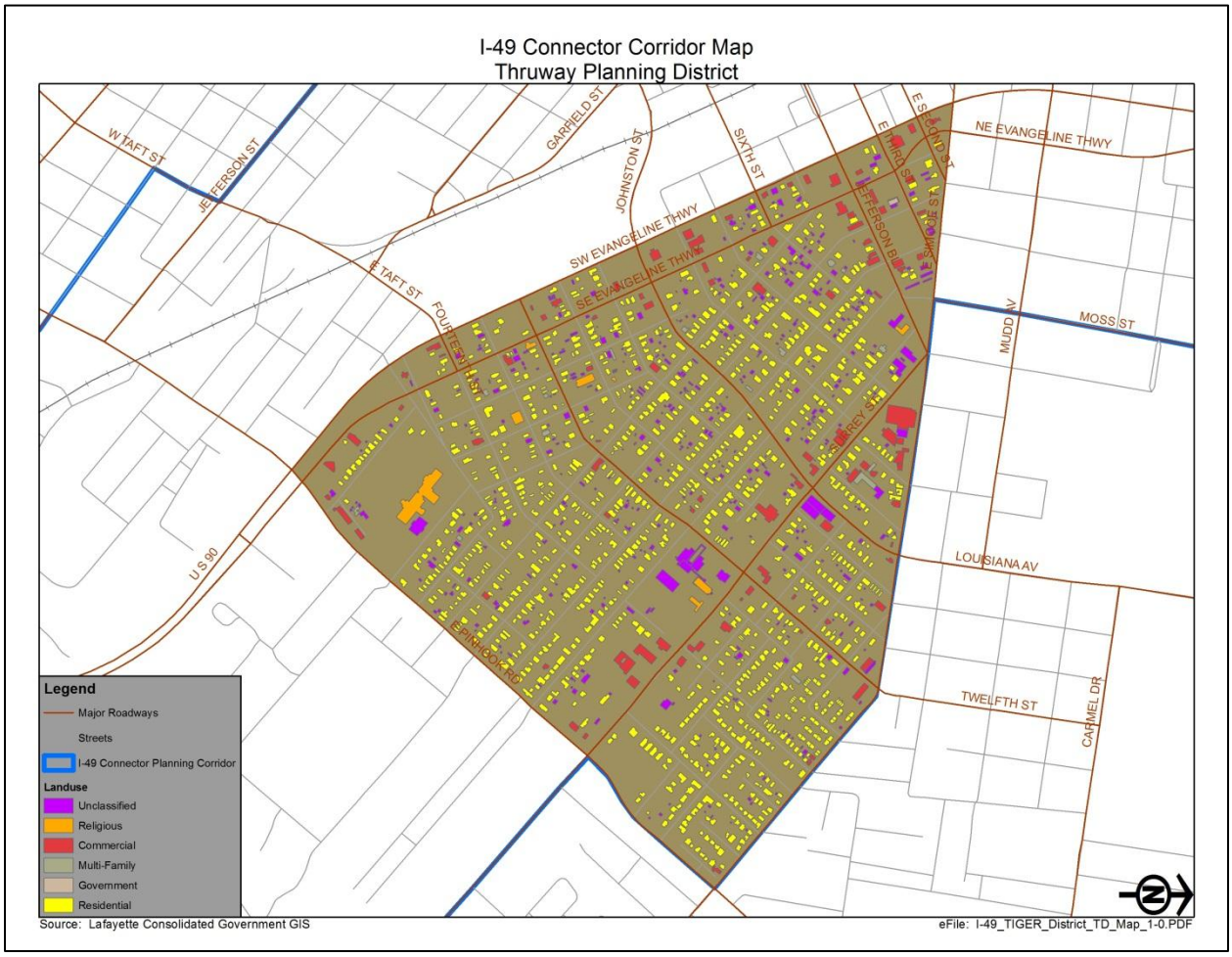


Figure 10: I-49 Connector Corridor, Thruway Planning District

➢ VERMILION RIVER RECREATIONAL DISTRICT

This district includes the Vermilion River and Beaver Park, two areas identified in the EIS potentially negatively impacted by the I-49 Connector project. This district contains fewer residential or commercial uses than the other districts. However, it presents a unique opportunity, as it encompasses Beaver Park, the Vermilion River, and just upstream from Beaver Park, along the river, the Bayou Vermilion District's Vermilionville.

The Bayou Vermilion District (BVD) is a special taxing district of the parish that is charged with keeping the Vermilion River (which bisects Lafayette) clean. In addition, BVD promotes the area's unique Cajun and Creole culture. This cultural mission includes Vermilionville, a living history and folk life park on the river. The I-49 Connector Plan will address ways to capitalize on this area as a recreational and tourism center, and to promote connectivity between it and other areas of the Corridor.

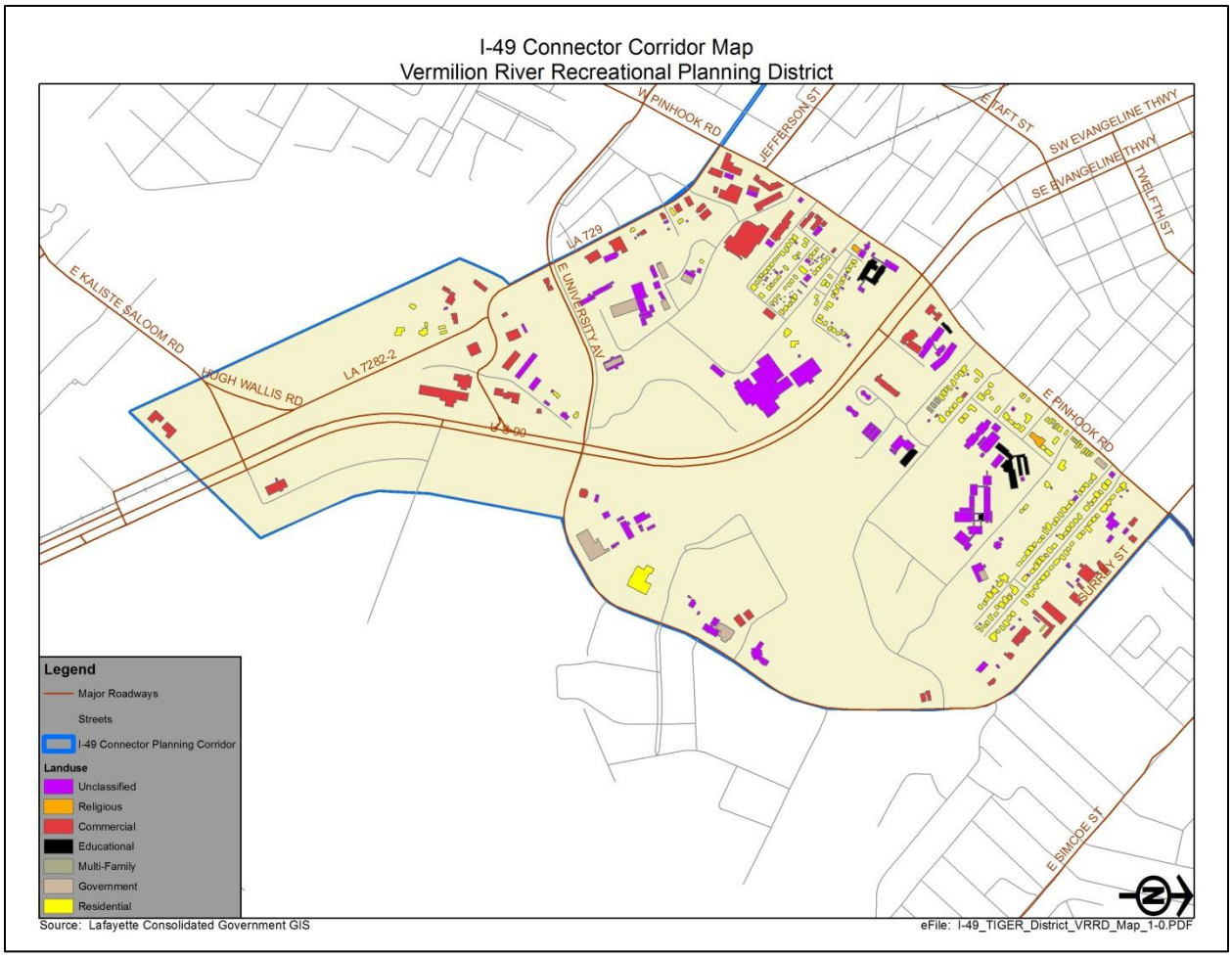


Figure 11: I-49 Connector Corridor, Vermilion River Recreational Planning District

DELIVERABLES

At the end of the planning process, the LCG will utilize the grant and matching funds to produce the following to assist in coordinating with the DOTD's construction of the I-49 Corridor:

(1) Detailed preliminary plans for infrastructure improvements that promote connectivity, provide for alternate modes of transit, and drive economic development (in conjunction with new land use rules). This would also include public plazas, and linear green space.

(2) New land-use rules geared toward buffering areas surrounding the facility, driving economic development, and transitioning the area to a functional urban character.

(3) Development of a funding plan to facilitate and effectuate implementation of the new Corridor Plan, including the identification of at least one catalyst project in each planning district.

II. BUDGET and TIMELINE

TASK NO.	MAJOR TASKS	COST	TOTAL
A	Analysis of Current Conditions	$90,000.00	
B	Public Involvement	$105,000.00	
C	Redevelopment Strategy, Design, and Implementation	$260,000.00	
D	Final Report	$45,000.00	
E	Plan Administration	$0.00	
	TOTAL PROJECT COST		$500,000.00

Non Federal Share		
LCG Contribution	$195,750.00	
TOTAL NON FEDERAL SHARE		$195,750.00

Requested Federal Share	$304,250.00	
TOTAL REQUESTED FEDERAL SHARE		$304,250.00

BUDGET and TIMELINE (CONTINUED)

Task No.	Task	Cost Estimate	Prior to Start	2014			2015												2016					
				10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6
A	**Analysis of Current Conditions**	**$90,000**																						
	1. Identify																							
	a. Vacant/Blighted Land																							
	b. Commercial Market Conditions																							
	c. Bike/Ped and Transit Infrastructure																							
	d. Community Resources and Access																							
	e. Fresh Food Access																							
	f. Job Centers/Workforce Development Opportunities																							
	2. Develop																							
	a. Technical Analysis Report																							
	b. Maps																							
	c. Graphics and Tables																							
	d. Neighborhood Planning Asset																							
	e. Implementation Analysis																							
	f. Neighborhood Urban Design Report																							
	3. Data and Plan collection and Compilation																							
	a. Collect/Compile Existing Data																							
	b. Synthesize Existing Plans																							
B	**Public Involvement**	**$105,000**																						
	1. Develop Public Involvement Plan																							
	2. Coordination																							
	a. Establish Committee Structures																							
	i. ETRT																							
	ii. Advisory Committee																							
	b. Establish Review/Outreach Process																							
	c. Establish Agreements with DOTD & consultant Team																							
	3. Public Outreach Meetings																							
	a. Meeting Prep																							
	b. Advertise Meetings																							
	c. Conduct Meetings																							
	4. Summarize Meeting Outcomes																							
	5. District Plan Kickoff/Assessment																							
	a. Identify Goals, Objectives, and Areas of Focus																							
	i. North Gateway Commercial Corridor																							
	ii. Sterling grove/Simcoe Residential District																							
	iii. Downtown Connections																							
	iv. Thruway district																							
	v. River - Airport District																							
C	**Redevelopment Strategy, Design, and Implementation**	**$260,000**																						
	1. Land Use Plan																							
	a. Setback Plan - Offset Requirements along transportation facilities																							
	b. Overlay Zoning Plan																							
	c. Incorporate into UDC																							
	2. Infrastructure Plan																							
	a. Strategies to Improve Transit																							
	i. Identify transit corridors to jobs																							
	ii. Bus shelter development																							
	iii. Routing efficiency																							
	iv. Bus stop placement analysis and recommendations																							
	b. Identify Complete Streets Projects (New & Retrofit)																							
	i. Develop conceptual design																							
	ii. Typical cross-section concepts by ROW available and street classification																							
	iii. Develop preferred street furniture and plantings catalog																							
	iv. Approximate costs by linear foot for new and retrofit																							
	c. Context Sensitive Design																							
	i. Design standards for each district related to street signs, interstate treatments, sound walls, support beams, street and pedestrian light posts,																							
	ii. Urban Forest conceptual design and analysis																							
	iii. Concepts to increase bi-pedal access and usage of Vermilion River																							
	iv. White noise facilities, such as fountains, to mitigate freeway noise																							
	v. Innovative techniques, design, and materials as need to mitigate negative aspects and enhance positive aspects																							
	vi. Designs to incorporate icons, symbols of local culture																							
	d. Walkable/bikeable connections between residential and																							
	i. Identify alternative transportation deficiencies																							
	i. Recommend alternative bicycle and pedestrian paths																							
	- Connections from one side of I-49 to the other																							
	ii. Develop typicals by current ROW and desired ROW																							
	iii. Conceptual design of non-automobile facilities																							

Task No.	Task	Cost Estimate	Prior to Start	2014			2015												2016					
				10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6
	iv. Linear Green Space																							
	- Desired elements for multi-use path																							
	- Conceptual design of linear green space and integration with multi-use path																							
	- Analyze and recommend alternatives where interaction with superstructure																							
	* Superstructure at grade																							
	* Options for designs inside ROW but outside of elevated structure																							
	* Options for designs inside ROW and between elevated structure																							
	- Aesthetic and material considerations for multiuse path																							
	e. Landscaping																							
	i. Develop botanical palette for plantings																							
	- Recommendations for plants, possibly native, that require less watering																							
	ii. Identify desired areas of intense plantings																							
	iii. Recommendation, Concept and Design for Urban Forest																							
	iv. Develop community garden concept as depicated and described in Blue Book																							
	h. Pathways																							
	i. Plazas and Parks																							
	i. Refined conceptual design of Le Grande Derangement Memorial Plaza, International Plaza, Creole and Native American Plaza, and Passive Plaza at Downtown Lafayette interchag / gateway																							
	ii. Recommend and Develop Placemaking strategies for plazas and parks																							
	iii. Recommend, Concept and Design for fountains and water features integration within parks and plazas and as alternative for noise mitigation																							
	iv. Designs and concepts for soft and hard-scaping materials																							
	v. Incorporation of CEPTED tenets and principals																							
	vi. Develop farmer's market concept within project corridor																							
	j. Lighting																							
	i. Recommendations on lighting infrastructure, design, character, and aesthetics																							
	- Incroporation of down and up lighting effects																							
	- Subscirbe to the illumination considerations in the Blue Book																							
	* Safety																							
	* Security																							
	* Maintenance																							
	* Energy Consumption																							
	* Sense of Identity																							
	* Aesthetics																							
	k. Develop Strategy to Improve Access to Services																							
	i. Align Transportation & Community services																							
	ii. Improve Access to Healthy Food, Health Clinics & Recreation Activities																							
	l. Public Art/Neighborhood Identity																							
	i. Bus Stops																							
	ii. Corridor & Neighborhood Signage																							
	3. Neighborhood and Economic Development Revitailzation Strategy																							
	a. Toolkit of Revitalization Strategies																							
	b. Identify Job Centers/Workforce Development Opportunities																							
	c. Develop Strategies to Preserve Neighborhood affordability																							
	d. Identify Areas with Highest Potential for Redevelopment (Market Overview)																							
	4. Implementation Plan																							
	a. Possible Funding Sources																							
	b. Implementation Strategy																							
	c. Land Bank / Land Trust																							
	d. Economic Development/Redevelopment Opportunities																							
	e. Development/Redevelopment Incentives or Assistance																							
	f. Special Funding District																							
	g. Potential Public/Private Partnerships																							
	h. Innovative Funding																							

Task No.	Task	Cost Estimate	Prior to Start	2014			2015												2016					
				10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6
D	**Final Report**	$45,000																						
	1. Prepare Final Report																							
E	**Plan Administration**	LCG																						
	1. Develop RFP																							
	2. Advertise RFP																							
	3. Select Constultant																							
	4. Negotiate and Execute Contract																							
Total		$500,000																						

III. BUDGET NARRATIVE

- ANALYSIS OF CURRENT CONDITIONS $90,000.00

The initial stage of the development of the I-49 Corridor Plan will consist of the evaluation of the current conditions of the study area. This will involve compilation and review of existing data/plans for the study area, synthesizing the existing plans and identification of areas where additional data are required.

The first step of the process will involve identifying key elements of the corridor including vacant or blighted land, commercial market conditions, existing and proposed bicycle and pedestrian infrastructure, community resources and access, access to fresh food and job centers and workforce development opportunities. Additional data to supplement the existing data/plans will be collected where needed.

The result of the analysis of current conditions effort will be the development of a technical analysis report including supporting maps, graphics and tables. This will also include the development of neighborhood planning assets, and implementation analysis to be included in a Neighborhood Urban Design Report documenting existing conditions.

- PUBLIC INVOLVEMENT $105,000.00

Previous and on-going work in the I-49 Corridor area has included a robust emphasis on public involvement. LCG plans to continue this effort through the TIGER planning grant. A public involvement plan will be developed to ensure that the needs of the community are properly addressed in the planning effort. LCG will seek expertise from professionals who have proven and innovative approaches to soliciting higher levels of public participation from areas with traditionally lower levels of public participation.

Another important component of the public involvement process is coordination between various existing committees, DOTD and their consultant team. This work will also include establishing a coordinated outreach process.

Several public outreach meetings will be held to solicit community input. In addition to conducting the meetings, work on this task will include meeting preparation, advertisement, and most importantly a summary of the meeting outcomes. Neighborhood coteries will be used in order to assist in outreach activities.

Once the analysis of current conditions is completed and public outreach is conducted, a District Kickoff/Assessment will begin. This Kickoff/Assessment will identify the goals, and objectives for the focus areas will be developed. The areas of focus are the (1) North Gateway Commercial Corridor, (2) Sterling Grove/Simcoe Residential District, (3) Downtown Connections, (4) Thruway District, and the (5) Vermilion River Recreational District.

- REDEVELOPMENT STRATEGY, DESIGN, AND IMPLEMENTATION $260,000.00

The main focus of the planning grant will be the redevelopment strategy, design and implementation plan.

Land Use Plan – Input from the existing conditions assessment and the public involvement process outcomes will be utilized to develop a Land Use Plan. This plan will include a Setback Plan establishing offset requirements along transportation facilities and an Overlay Zoning Plan. Land Use planning guidelines will be developed and incorporated into LCG's Unified Development Code (UDC).

Transportation Infrastructure Plan – One of the main focus areas of the TIGER planning grant is the development of a Transportation Infrastructure Plan. It is critical that an infrastructure plan be developed to coordinate with the DOTD's design plans for the I-49 main lanes and interchanges. With the DOTD in the process of selecting a consultant for the design of the I-49 main lanes and interchanges, the timing of the proposed project is key to corridor development by allowing the integration of design plans for the entire corridor.

LCG, DOTD and the MPO have data on the conditions of the current roadway network. Data available includes the existing roadway network, traffic count data, data and analysis for vehicular, bicycle and pedestrian crashes, identification of frequent crash locations within the I-49 corridor, MPO bike and pedestrian plans with proposed routes identified, preliminary I-49 plans included in the EIS documents, the "Blue Book", and a list of on-going and proposed infrastructure projects within the corridor. This data will be compiled and evaluated to determine critical areas. In addition, input received through the public involvement process will be compiled and evaluated.

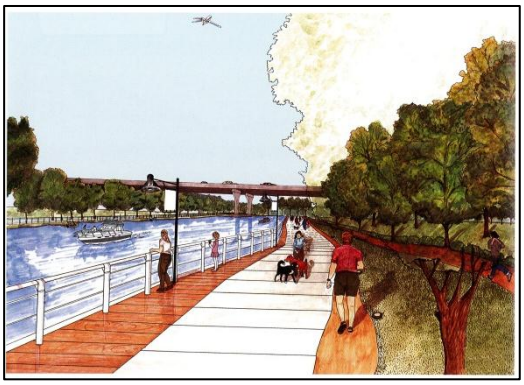
The evaluation process will include identification of key connections for all transportation modes. It will identify corridors that will remove transportation barriers by providing connections from the east to the west side of the I-49 Connector main lanes. These connections are crucial to connecting the disadvantaged neighborhoods within Lafayette's urban core area and adjacent to the I-49 Connector project to the identified job centers, job corridors and the Rosa Parks Transportation Center, the region's multimodal transportation hub.

Another element that will impact the transportation infrastructure plan is the location of a railroad track to the west of the proposed I-49 Connector. Depressed railroad grade separations will be provided for the cross streets at interchange locations. It will be important to ensure that the railroad grade separations include adequate and safe provisions for pedestrians and bicyclists to minimize exposure at other at-grade railroad crossings.

Strategies to Improve Transit – One of the main objectives of the TIGER planning grant is to strengthen the connections between the neighborhoods in the study area with job centers and job corridors in Lafayette. The residents of the neighborhoods in the study area rely on transit services for connections to jobs. The first step in the evaluation of the transit system in the study area will be to identify transit customers and connect their neighborhoods to job centers and job corridors and to evaluate routing efficiency for both current conditions as well as conditions once the I-49 Connector is completed. The routing study will also include bus stop placement analysis and recommendations. Bus stop shelter designs that are appropriate for the area conditions will be developed.

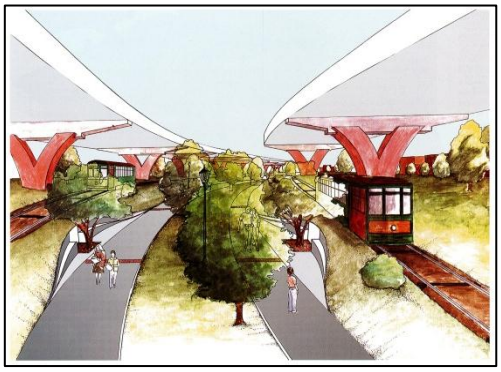
Identify Complete Streets Projects (New & Retrofit) – In order to develop a transportation network that provides access for all modes of transportation, the study area network will be evaluated and complete streets projects will be identified. This process will include developing conceptual designs and typical cross-sections, with existing and proposed right-of-way needs identified, for both new facilities as well as the retrofit of existing facilities. For planning purposes, general costs per linear foot will be developed for each design option.

Context-Sensitive Design – The principals of Context Sensitive Design will be used to establish a cohesive design aesthetic for the corridor. Design standards will be tailored for each district's



support beams, street and pedestrian light posts, and designs will incorporate symbols of local culture. An analysis of tree plantings will be performed and an urban forest conceptual design will be developed. Innovative techniques, designs and materials will be utilized to enhance positive aspects of the corridor as well as mitigate negative aspects (i.e. white noise facilities to mitigate freeway noise, longer bridge spans to reduce number of support columns, advanced roadway materials that absorb or reduce road noise, and special coatings to reduce or eliminate graffiti). Recreational concepts will be developed to improve public access and usage of the Vermilion River.

Bicycle/Pedestrian Connections – Bicycle and pedestrian connections through the corridor to commercial and employment centers, and from one side of the proposed I-49 Connector to the other will be evaluated to determine transportation deficiencies. Recommendations for bicycle and pedestrian facilities will be identified. It is anticipated that several types of bicycle and/or pedestrian facilities will be recommended for the planning area. Bicycle facilities may include shared lanes, bike lanes, and separate bike lanes, or multi-use paths. Pedestrian facilities may include sidewalks and separate paths. Typical cross-sections showing widths and right-of-



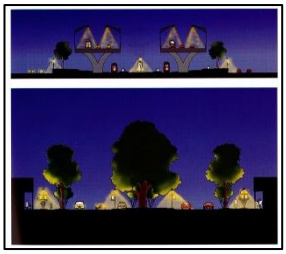
way requirements will be developed for each facility type as well as general unit cost estimates for planning purposes.

Where possible, bicycle and pedestrian connections will utilize linear green space to provide facilities separated from vehicular traffic. These connections will be designed to take advantage of right-of-way adjacent to and under the proposed elevated segments of the I-49 Connector.

Landscaping – A botanical palette with recommendations for plantings will be developed. The plan will include recommendations, concepts, and designs, and will identify locations of areas for intense plantings as well as recommendations for plants that require less watering and maintenance. A Community Garden concept, as depicted in the Blue Book will be developed.

Plazas and Parks – The conceptual designs for Le Grande Derangement Memorial Plaza, International Plaza, Creole and Native American Plaza and Passive Plaza at the Downtown Lafayette interchange/gateway as depicted in the Blue Book and featured in scale models will be refined. This will include developing placemaking and wayfinding strategies, concepts and designs for water features for noise mitigation, recommendations for soft and hard-scaping materials as well as incorporation of CEPTED tenants and principals. A farmer's market concept will be developed for the project corridor.

Lighting – Recommendations will be developed for lighting infrastructure, design, character, and aesthetics. As identified in the Blue Book, safety, security, maintenance, energy consumption, sense of identity, and aesthetics will be taken into consideration in the development of the project lighting plan.



Improved Access to Services – Strategies will be developed to align transportation and community services, improve access to healthy food, health clinics and recreation activities.

Public Art/Neighborhood Identity – Designs will be developed for bus stops, and corridor and neighborhood signage. Additionally, a public art program is to be conceptualized and developed based on public input and local arts organizations' recommendations.

Neighborhood and Economic Development and Revitalization Strategy – Plans will be developed to address economic

development and revitalization for the corridor. This will include a toolkit of revitalization strategies, identification of job centers and workforce development opportunities, and strategies to preserve neighborhood affordability. A Market Overview will be used to identify areas with the highest potential for redevelopment.

Implementation Plan – A project implementation plan will be developed and a catalyst project identified within each neighborhood or planning district. The implementation plan will identify possible funding sources, outline an implementation strategy, and identify potential public/private partnerships and innovative funding opportunities. The implementation plan will also address the economic development/redevelopment opportunities, development /redevelopment incentives or assistance, the possibility of establishing a land bank/land trust, and a special funding district.

- FINAL REPORT $45,000.00

LCG will coordinate with the consultant to issue a final planning report. The report will be used by the LCG and the MPO in the planning process to achieve the objectives of the planning grant.

IV. PRIMARY SELECTION CRITERIA

A. STATE OF GOOD REPAIR

The Lafayette City-Parish Government will be better able to coordinate with the State of Louisiana's Department of Transportation if the planning activities in the Action Plan detailed above are funded with the TIGER grant funding. Since the state will begin engineering and analysis for the I-49 Corridor now, it is important that the LCG and the Lafayette MPO begin the planning process to ascertain how best to mitigate the effects of the I-49 Corridor now. As the consolidated government's central planning office, LCG and the Lafayette MPO are well positioned to complete the activities of the planning grant on time, and will be able to leverage existing staff and experience to ensure the next phase for the construction of the I-49 Southern Connector and its corresponding Corridor.

B. ECONOMIC COMPETITIVENESS

The LCG will utilize the report produced by the planning grant to increase the economic competitiveness of the Lafayette region by ensuring the I-49 Connector creates and improves connections between the five neighborhood planning districts and the employment opportunities, (see Figures 4-A and 4-B), within the job centers and job corridors as depicted in Figure 4. This will create a ladder of opportunity for Lafayette's residents and the surrounding parishes.

The I-49 Connector corridor will also reduce barriers to connected systems of transportation for the Lafayette Urban Core Area and the surrounding neighborhoods by implementing a regional approach to planning. The planning grant would ensure a coordinated approach with the state's engineering and construction activities for the I-49 Connector Corridor.

C. LIVABILITY

The LCG planning grant will seek to increase livability by addressing the challenges in the I-49 Corridor. The planning grant will address the socio-economic disparities in the various impacted

neighborhoods, address historic properties at risk, and increase connectivity between the neighborhoods and the Urban Core Area of downtown.

One neighborhood organization, much to its surprise, discovered that vacant properties, both with and without improvements, were in excess of 300 lots. All these vacant properties were within a small geographic area of 0.835 square mile. Additionally, there are large tracts of commercial/industrial properties that will be needed for right-of-way of the I-49 Connector Project. The remainders of right-of-way not needed for the Interstate structures are intended to be utilized as cultural parks, local produce markets and gardens, green spaces, and other municipal uses. The conversion of industrial properties into areas for public enjoyment provides a significant opportunity to raise the quality of life in Lafayette Parish, especially the Urban Core Area.

The comprehensive planning will enable the LCG to establish a corridor plan that will provide connections to jobs for disadvantaged populations in the impacted five planning districts, and include affordable housing components.

The implementation of bicycle and pedestrian paths along these neighborhoods would increase livability of these neighborhoods and allow residents to utilize alternate modes of transportation more efficiently and safely.

D. SAFETY

The planning will also provide objective risk assessments and analysis to identify the vulnerabilities and the I-49 Corridor's ability to withstand the recurrence of a major natural disaster such as a hurricane.

Further, the planning will allow the LCG and the Lafayette MPO the chance to consider the most effective ways to reduce bicycle and pedestrian accidents in the five planning districts.

E. ENVIRONMENTAL SUSTAINABILITY

The planning grant will seek to assist the LCG and the Consolidated Government in utilizing a long-term approach to connectivity with urban residents within the Downtown Urban Core Area and surrounding neighborhoods. The implementation of Complete Street strategies will reduce the number of automobiles traveling within the corridor and also encourage alternate modes of transportation by enabling greater access to the Rosa Parks multi-modal facility and the creation of bicycle and pedestrian paths. The plan will also focus on greater use of recreational space and the addition of green space.

V. SECONDARY CRITERIA

A. **Innovation** – The planning grant will enable the LCG to implement planned activities such as the creation of a Tax Increment Financing District and a Land Bank for multi-use housing in impacted neighborhoods. The plan also represents an innovative approach to Interstate design, in that this plan proposes a concurrent planning and design process between the facility itself and the surrounding corridor.

B. **Partnership** – The LCG has a long history of public/private partnership with its residents and will seek to encourage broad support and consensus for the I-49 Corridor.

VI. PROJECT READINESS

The LCG has undergone significant preparation over the last ten years, and the planning process will begin within one month of the award.

VII. ENVIRONMENTAL APPROVAL

Since this is a planning grant and no actual construction will begin, this is not an issue for the Lafayette I-49 Corridor project. However, it is important to note that the final Environmental Impact Statement has been approved for this project. Additionally the state has begun its part of the I-49 Corridor so it is extremely timely for the LCG to begin the planning process concurrently with the state of Louisiana.

VIII. STATE AND LOCAL PLANNING

As the consolidated government's lead agency, the LCG is well-positioned to lead the planning effort.

IX. LEGISLATIVE APPROVAL

No further legislative action will be needed for the project to move forward.

X. TECHNICAL AND FINANCIAL FEASIBILITY

The LCG will utilize professional and established design and engineering standards in its planning activities to be coordinated with the State of Louisiana's activities. Among many other grants, Lafayette Consolidated Government has been awarded HUD grants, CDBG and HOME, as well as a variety of transportation planning and project grants. Lafayette Consolidated Government accepts, appropriates, and manages these grants through an internal process that ensures financial compliance. Lafayette Consolidated Government has successfully managed, performed, and reported grant activities and outcomes without any audit finding to that effect.

	Amount	Purpose
FHWA Planning Grant	$345,500	Preparation of transportation plans; Coordination of transportation and transit planning efforts
FTA MPO Planning Grant	$72,000	
Urban Systems Grant	$350,000	Implementation of long-range transportation plan
HUD CDBG	$1,479,842	Address high priority housing and community development

Figure 12: Prior Grants Received by Lafayette LCG

APPENDIX

MAPS AND GRAPHICS

Figure 1: I-49 Connector Corridor, Lafayette Parish, LA
http://mpo.lafayettela.gov/TIGER/map/I49ConnectorCorridor.pdf

Figure 2: I-49 Connector Corridor Planning Districts
http://mpo.lafayettela.gov/TIGER/map/I49ConnectorPlanDist.pdf

Figure 3: Existing Neighborhood Planning Groups and Registered Historic Places
http://mpo.lafayettela.gov/TIGER/map/NeighborhoodPlanGrp.pdf

Figure 4: I-49 Connector Corridor Job Centers and Job Corridors
http://mpo.lafayettela.gov/TIGER/map/I49ConnectorJobCenterCorridors.pdf

Figure 4-A: I-49 Connector Job Centers Total Employment and Estimated Future Employment
http://mpo.lafayettela.gov/TIGER/map/I49ConnectorJobCenterEmp.pdf

Figure 4-B: I-49 Connector Job Corridors Total Employment and Estimated Future Employment
http://mpo.lafayettela.gov/TIGER/map/I49ConnectorJobCorridorsEmp.pdf

Figure 5: I-49 Connector Neighborhood Planning Area Selected Demographics
http://mpo.lafayettela.gov/TIGER/map/NeighborhoodPlanAreaDemo.pdf

Figure 6: Planning Districts Selected Demographics – Lafayette MPO
http://mpo.lafayettela.gov/TIGER/map/I49ConnectorPlanDistDemo.pdf

Figure 7: I-49 Connector Corridor, North Gateway Planning District
http://mpo.lafayettela.gov/TIGER/map/I49ConnectorNorthGatewayDist.pdf

Figure 8: I-49 Connector Corridor, Sterling Grove – Simcoe Planning District
http://mpo.lafayettela.gov/TIGER/map/I49ConnectorSterlingSimcoeDist.pdf

Figure 9: I-49 Connector Corridor, Downtown Connections Planning District
http://mpo.lafayettela.gov/TIGER/map/I49ConnectorDowntownConnDist.pdf

Figure 10: I-49 Connector Corridor, Thruway Planning District
http://mpo.lafayettela.gov/TIGER/map/I49ConnectorThruwayDistrict.pdf

Figure 11: I-49 Connector Corridor, Vermilion River Recreational Planning District
http://mpo.lafayettela.gov/TIGER/map/I49ConnectorVermilionRvrDistrict.pdf

Figure 12: Prior Grants Received by Lafayette LCG

REFERENCED DOCUMENTS

Budget and Timeline: http://mpo.lafayettela.gov/TIGER/doc/BudgetTimeline.pdf

I-49 Connector Blue Book: http://mpo.lafayettela.gov/TIGER/doc/BlueBook.pdf

I-49 Connector "Action Plan": http://mpo.lafayettela.gov/TIGER/doc/ActionPlan.pdf

LCG TIGER PLANNING GRANT APPLICATION HOMEPAGE

http://mpo.lafayettela.gov/TIGER/GrantApp.asp